

HONGKONG, NOVEMBER 16TH, 1871.

And them so frequently. For of course friendships are formed in China as well as elsewhere; only from the nature of the circumstances they are not and cannot be as common as they are at home. But good-fellowship—which is the real thing meant by the term friendship in ordinary use—there exists and abounds, probably for precisely the same reason as that which interferes with the formation of friendships. Since it is difficult to make friends in what to many must be a wayside inn, let us at all events be agreeable amongst ourselves as possible while we remain here. That seems to be the principle on which good-fellowship thrives amongst us. We do not see here with any idea of unbosoming our heart of hearts to our associates, and we cannot for this reason refrain from the enjoyment of something better than mere sociability—something which cannot be described except as good fellowship. We cannot think the less of our associates because we do not rapidly form friendships with them. It would seem that we should rather think better of them, for evidently their friendship is not the unstable thing which may be readily secured on the strength of an acquaintance of a few months or a few years. It is not that which is said to "lightly come and lightly go," and therefore if by accident and contrary to all expectation a man does form a real friendship out here, he has a certain amount of security in the rarity of the occurrence for the durability of the relation. Of good-fellowship

Cross-examined, I came out by the *Donghai*, and have been on the Ocean more than a year. I have been on the Ocean for 12 years. I was the officer of the watch, that junks are in the habit of crossing steamers' bows?

A.—I can't say what is the experience of the other junks, but I know that there are some such custom. If the order hard-a-starboard had been given at first (when the order starboard was given) she would find the junk in the bow. I don't know what the result would have been. Don't think the junk could have been towed—the sink in about 16 or 20 minutes. We got into the water at 100 yards. I don't know what the junk kept her course for, and we had starboarded at 150 yards off. I don't think there would have been a collision, but I can't say.

Q.—Queen's Advocate.—O, but you're bound to say.

Mr. Huyllar said he would admit at once that if the Ocean had starboarded at 150 yards and the junk kept her course there would have been a collision.

Robert Hurt, A. B. on board the *Ocean*, and acting as look-out on the starboard on-head on the morning of the collision, gave the following evidence. He said that when he first sighted the junk she had the wind on her starboard quarter, but she subsequently steered very

DISCOVERY OF ROMAN PAVEMENT.—Recently some workmen, says the *City Press*, engaged in excavating for the foundation of a new building in the rear of the Metropolitan Police Court, Hull, for Messrs. Frederick Gordon and Co., came across a piece of Roman pavement some two or three paces in extent. A portion of it was especially fine, and was composed of small tessellae, and though on that account is not remarkable for beauty—as was the portion found some time since in the Poultry—is interesting, as well as “a relic” of a similar kind in the city. The pavement was found at a depth of about five feet below the present footway, and some fifty or sixty feet distant from it. It was discovered by accident, while the men were under Crosby Hall, and at the corner of Canonic-street, Bishopsgate, in Threadneedle-street, and other places in the vicinity.

has been spent in a public call because the illness which carried her off attacked her when she was absent from home. When brought to the hospital, she was found about at once after she had been summoned, and Dr. Laukeger, in calling attention to this omission, very truly observed that the police were not the proper persons to take the responsibility of such a neglect. Although in this case the life of the deceased could not have been saved, something, he added, should be done to alter the present system. Something indeed should be done, he said, at once. The police next morning would probably have sworn that she was drunk to justify their own conduct, and her character, which was her only capital, would have been ruined. It would be too late to go for police constables who are guilty of errors which involve such serious consequences as reckless charges of intoxication.

"The Article [XXVIII] promises exemption for all charges in transit over and above those payable at the port of origin, whether the goods come from a port to an inland market, or on products from an inland market to a port of shipment; provided always, as Sir Frederick Broun read the Treaty, that the goods are purchased from the British Government and are accompanied by a certificate." p. 448.

"Now as to the redress or mitigation of our griefs: no I do not put the same considerations into my mind. I have no doubt that, in Article [XXVIII], it follows that there will also be a difference in the remedial measures we are respectively propose. I hold that the transit duties on goods from inland markets to ports of shipment, thereon granted should clear the foreign payer's interest of transit dues to any inland market; he may choose, or his exports purchased from inland to any port. Refusal to issue a certificate

place in the interior from farther charge if they contain his own property, not otherwise; and the transit certificate, in like manner promoted by the transit certificate to the port of shipment, etc.

"That the merchants contend for a Rule—No. XXVIII of the Treaty of Tientsin, and Rule 7, appended to the same, has already been shown. But these are the conditions of trade, as determined by the only authorized trading of the Chinese Government, and no foreign merchant, if it is true, in China, British or other, who contended, nevertheless, that both foreign goods and Chinese produce, not foreign goods, are entitled to exemption from inland taxation, and the same insisting upon that protection, extending to exemption from all inland taxation whatever, and have acted accordingly, by selling transit certificates for Chinese-owned

it is not with the intent of throwing discredit upon prudence, but with the directly contrary aim of showing how ardent and noble thoughts and wise painstaking, there cannot be any successful friendship; and at the same time of pointing out how very few gentlemen there are who are so wise and how few the great bulk of the sequacious and companionships that bear the name, are only spurious counterfeits wrought up and stimulated by artifice and dissimulation and the most pernicious of social vices. This distinction is the same that exists everywhere between the true and the false, the natural and the artificial—between art and artifice.

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(Globe)

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